

*chron*

12 November 1973

The attached memo was prepared to support DCI review of the GIANT REACH track which was to be used on the 11 November 1973 flight. Agreement on the need for a GIANT REACH mission was reached at a WSAG meeting on the 9th. The execute order from Chairman, JCS, was not to be given until the DCI's concurrence had been given on the precise track to be flown. There was staff coordination on the attached material during the afternoon. The track shown on the attached was LDX'd to the Agency at about 1730. The memorandum and track were reviewed with the DDI and ADDI, and then with Mr. Colby.

The DCI attempted to reach Adm. <sup>*Moore*</sup>~~Moore~~ to confirm the track, but could not reach him immediately. On his instruction I called [ ] to convey his concurrence.

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RSI

NRO review(s)  
completed.

MEMORANDUM FOR: DDI

Ed:

Attached is a memorandum covering the coordination on GIANT REACH track. [ ] said that his advice from [ ] was that the execute order would be given after the track had been concurred in by "Mr. Colby's people." It was not clear whether the DCI was to call Adm. Mowrer direct or some other means was to be used.



9 Nov 73  
\_\_\_\_\_  
(DATE)

FORM NO. 101 REPLACES FORM 10-101  
1 AUG 54 WHICH MAY BE USED.

(47)

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9 November 1973

MEMORANDUM FOR: Deputy Director for Intelligence

SUBJECT : Planned Track for GIANT REACH  
Mission for 11 November 1973

1. Attached is the track which has been prepared for the proposed Middle East GIANT REACH mission. There is complete coordination on this track between CIA and DIA elements. We have been advised that the earliest that a mission can be flown is Sunday morning with departure from Griffiss AFB at approximately 0100 EST.

2. The attached route has been developed with the following major objectives in mind:

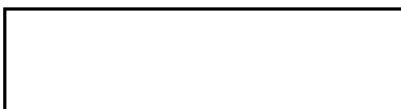
- a. Areas in Egypt and Syria related to the possible presence of Soviet units or recently supplied equipment.
- b. Areas related to the cease-fire lines east and west of the Canal and the areas of potential logistical build-up.
- c. Areas of possible Scud deployment or support.
- d. The major airfields, logistical centers, and ports are primary objectives for the technical objective (TEOC) camera operations.

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3. The precise mission track is being reiterated by computer. There has been close coordination with SAC to effect a mission track which will have the aircraft in stable flight over the areas of major interest. The anomalies and image degradation that occurred on the last mission as a result of turns has been reviewed in detail with SAC and steps have been taken to minimize or preclude repetition of these effects.

4. The mission objectives and the general flight plan have been reviewed with Middle East Task Force personnel who agree with the objectives and the routes selected as being optimum considering intelligence needs and operational limitations.



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Attachment

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